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8th to 25th Prizes 18 at 10.00 each, Total	180.00
26th to 99th Prizes, 74 at 5.00 each, Total	370.00
Total	\$2500.00

"WORD HUNT"

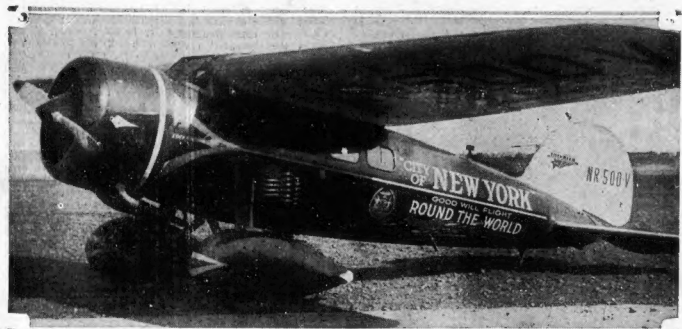
**Starts Tuesday
 June 10 - In The**

BOSTON EVENING AMERICAN

Continuing in the

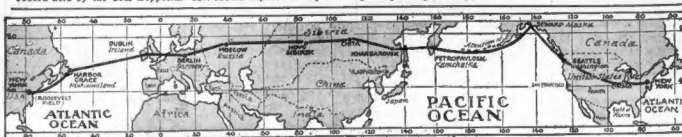
BOSTON SUNDAY ADVERTISER

MEARS' PLANS TO BREAK ROUND-WORLD RECORD



AERIAL GREYHOUND—The last Lockheed-Vega monoplane City of New York in which John Henry Mears and Pilot Fred Melchor will attempt shortly to break the round-the-world speed record held by the Graf Zeppelin. Mr. Mears expects to hop the

Atlantic between sunrise and sunset, attaining a speed of 300 miles an hour under favorable conditions. The map below indicates the series of airplane hops Mr. Mears plans to make on his globe-girdling journey.



LLOYD GEORGE: 'Britain Cannot Concede Independence to India'

'IT WOULD LEAD TO ANARCHY, CONFUSION AND CIVIL WAR'

By DAVID LLOYD GEORGE,
Former Prime Minister of England.
By Special Cable.

LONDON, June 7.

THE situation in India is undoubtedly grave. How serious it is and how menacing it may become is difficult even for those best acquainted with the country to surmise with any feeling of certainty. In recent conversations which I have had with men of wide experience in Indian affairs, I have been struck with the note of hesitancy in their estimate of the prospects. This is by no means confined to Anglo-Indians. Native-born Indians seem to be just as much in the dark as to what is likely to happen.

How wide and how deep is the disaffection? Is it confined to the intelligentsia and town artisans or has it spread to the peasantry? Have the fighting races of the north become affected by the revolutionary sentiment? How long will the present movement last? I can find nowhere firm and satisfactory answers to these vital questions.

There is an equally fundamental question. What measure of reform will satisfy such a majority of the Indian population as to restore contentment to the country as a whole?

Nothing short of real independence will appease the revolutionary leaders. This Britain cannot concede. It would end in complete anarchy, confusion and civil war.

The state of China would be repeated and thus more than one-half of the population of the whole continent would be consigned to a state of sanguinary and devastating chaos.

In India there are over 200

constant trouble to the Central Government.

The Hindu, in the greater part of India, constitutes the vast majority of the total population. But the Moslems number 70,000,000, and as a whole they are opposed to any settlement of Indian Government that would place them at the mercy of Hinduism. As the so-called fighting races are largely Moslem this provides a most formidable obstacle in the way of any concession in the near future of independence to India as a whole.

Moslems They Oppose Attack on British Rule

This is one reason why the Moslems are in the main opposed to the turbulent attack which has been organized against British rule. Nizam of Hyderabad, who carries greatest weight with Mohammedan opinion in India, has issued an important appeal within the last few days to his fellow nationalists in the course of which he says:

"I earnestly appeal to all, and more particularly my co-religionists in India, to realize that their common welfare lies in orderly progress and the provision of a future system of government of such safeguards as will ensure to all communities and interests their rightful position in their motherland."

"Let everyone therefore set himself against the attempt to destroy the foundations of order and range himself boldly on the side of constituted authority in the state or province in which his lot is cast. For myself I take my stand as my ancestors took theirs, on the time-honored treaties between my State and the British Government. In these it has been declared that the friends and enemies of either shall be the friends and enemies of both."



David Lloyd George.



John Henry Mears.



PILOT—Fred Melchor, noted flyer, who will guide the City of New York on its globe-girdling voyage, although Mr. Mears will relieve him from time to time as co-pilot.

To this declaration I have always adhered and, God willing, will ever adhere."

This represents the general attitude of responsible Moslem opinion. It would welcome moderate and cautious reform, but it has no sympathy with insurrectionary methods which imperil good order.

The debate in the House of Commons last week struck the same temperate but resolute note. The Secretary of



SKY-WRITING—A glimpse of John Henry Mears at the typewriter in the cabin of the City of New York where he intends to record for readers of the *Advertiser* the adventures of his round-the-world flight as they occur.

States for India left no doubt in the minds of the members that the Labor Government, while fully prepared to make all necessary concessions compatible with the authority of the central Government, were determined to suppress all demonstration which undermined good order.

In this declaration the Government carried with them almost the whole House of Commons without distinction of party. A few extremists protested against the steps taken to restore order, but they found very little sympathy even among their fellow Socialists.

Viceroy British Public Trust in Him

But the struggle is not yet over by any means. So far there has been a good deal of rioting, but it has been suppressed without much shedding of blood. But if the stoning of the police, which is a feature of most of these outbreaks, continues, there is a limit to human patience and the Government of India may be forced in order to protect the guardians of order to resort to sterner action.

But if the casualties among the police continue to multiply the Indian Government will be driven to take steps to which it has been extremely reluctant to resort. Even now its forbearance is subject matter for considerable criticism in certain quarters. And the murmur is swelling.

The British public as a whole puts its trust in the Viceroy and his advisors. They are confronted with an extremely difficult situation and there is no desire to criticize or rattle the man on the spot.

The delay in the arrest of Gandhi, long after he had announced his intention to defy the law, passed here without any audible protest. It was felt that Lord Irwin must know his business best, and that it would be unwise to interfere with the man at the wheel in his steering of the ship through the dangerous shoals.

But there are symptoms

'I AIM TO CROSS ATLANTIC BETWEEN DAWN AND DUSK, FLY ACROSS PACIFIC, TOO'

"My Attempt to Beat 21-Day Flight of Graf Zeppelin Around Globe and Bring Back Speed Record to United States Will Be an All-Air Journey in a Fast Plane."

By JOHN HENRY MEARS,
Who Established Two Round-the-World Speed Records and Who Shortly Will Attempt to Break the Globe-Girdling Record of the Graf Zeppelin.

AROUND the tenth of June Fred Melchor and I will hop off on an attempt to make the fastest trip around the world ever achieved by any man. When we give my plane the gun on that bright Summer morning and fly skyward and eastward across the Atlantic Ocean we will be setting out to break the record of twenty-one days seven hours, now held by the Graf Zeppelin.

A record of any kind is hard to gain and easy to lose. I have been firing that out ever since 1913, when I made my first world's record. In that year I circumnavigated the earth in the shortest time in which such a trip had ever been made—thirty-five days.

And that was fast going then. It clipped four days off the previous record, and when it was over I settled back to receive the congratulations of my friends, certain that I had hung up an unbreakable record.

Fate let me cherish my illusions for thirteen years. But in the Summer of 1926 two young men, Edward Evans and Linton Wells, set out to show me how wrong I was. They made the trip in twenty-eight days.

From that moment my fighting blood was up. No good Irishman lets any one take anything away from him if he can help it, and I am a hundred per cent Irish decent. I wanted that record back, and for two years I planned the trip that was to regain it.

It took two years of careful planning and three weeks of tireless traveling... weeks of strain and danger and a little time for eating and hardly more for sleeping... to make that record, but I was only able to hold on to it for one year.

Last Summer, when the Graf Zeppelin carried twenty passengers around the world in twenty-one days, no one watched the feat with greater interest or admiration than myself. For there was few men better able to appreciate what a great feat it really was.

Aroused He Determines to Beat Graf Zeppelin's Time

But when the Graf was once more securely moored at Lakehurst I felt the old longing to be off. It was bad enough that my record should pass out of my hands, but to have it pass out of the United States—that was impossible!

No, no, I told myself. The record for the fastest trip around the world must be held by an American, and that American, God willing, will be I.

My companion on my coming flight will be Fred Melchor, who gained fame and recognition when he bravely went to the rescue of the Bremen flyers, who were forced down in Greenley Island in their attempted flight from Germany to New York two years ago.

Melchor is well equipped as a flyer and navigator to be my partner in this undertaking. We will also have Charlie we killed shortly.

Record Made 23-Day Globe Circuit in 1928

The methods of travel that had been fast enough in 1913 were no longer so in 1928. The airplane was still in the impractical and dangerous experimental stage when I made the first trip. In 1928 it was a practical means of travel, as safe as an automobile and many times faster than the fastest train.

I bought an airplane, Mrs. James J. Walker, the wife of New York's Mayor, christened it the City of New York. The plane was lashed securely to the deck of the S. S. Olympic, and on June 29, 1928, sailed on the first leg of a new record-breaking journey.

With me was Captain Charles B. D. Collyer, as fine a flyer and as true a comrade as a man ever had on an adventure. The Olympic sailed at 1 a. m., but Collyer left the Battery at 5 a. m. in a seaplane, piloted by Captain Harry Rogers, and overtook the Olympic at sea. That record was made under the auspices of the Hearst newspapers, as this one will be.

We did not make any ocean hops in 1929, contenting ourselves with fast steamer hops across the Atlantic and Pacific. But we flew every mile of the trip over land, two thousand miles over three continents, Europe, Asia and America.

The airplane City of New York brought us safely back to our starting point in Battery Park in twenty-three days fifteen hours and twenty-five minutes.

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POLICE SEES NO IMMEDIATE PROSPECT OF REPEALING EIGHTEENTH AMENDMENT

'Prohibition Is Not Likely to Be Settled for a Long Time,' He Declares

By CALVIN COOLIDGE

WE HAVE but one President. His success is the success of the country and his failure is the failure of the country. After he takes office the common interest requires that the people should not oppose him and try to build up a case against him, but should support him and try to assist him in the general discharge of his duties.

That does not mean any overbearing on the part of the legislative and judicial branches of the Government to the executive branch, any abolition of independent thought and action, or any diminution of constructive criticism.

Nor is there any obligation on the part of the country or his party to follow a President when he goes outside the well-established tradition, policy and platform on which he was elected. But it does mean that opposition merely for the sake of opposition is wrong in principle, and where it exists, in order better to serve the welfare of the country, should be superseded by a spirit of co-operation.

The country cannot always be tranquil. There are times when there must be rearrangements and reorganizations. Such a period always creates more or less uneasiness and commotion. While it lasts it is inconvenient and in many ways disagreeable. But it would be a great mistake to confuse the process with the result.

We require a periodic survey of the administrative machinery of the national Government to determine what replacements, alterations and new construction are necessary. Without it we would soon run into a system of rank bureaucracy or decomposition in a dry rot.

Necessary

Must Scraps Hull of the Ship of State

It is never popular in some quarters of official Washington. Its need can be very accurately measured by the displeasure those regions manifest.

Scrapping the hull of the Ship of State is a very uncomfortable operation for the baronets. But it has to be done if the craft is to remain seaworthy.

It is difficult, however, to secure a continuity of policy, which is the main basis of certainty in governmental affairs, without a considerable continuity in the civil service. Fossilization will be avoided if the heads of departments and the bureau chiefs are competent. The only reason for making changes is to secure improvement.

If promotion should depend on merit, demotion should depend on lack of merit, otherwise the service becomes excited, timid, disloyal and ineffective. There are many reasons for insisting that those who are versed with authority shall have the sole responsibility for its administration. Chief among these is the fact that the foundation of a republic rests on the principle of delegated authority.

When a business gets into difficulties, oftentimes a thorough reorganization will afford a complete remedy. The reason for this result lies in the ability to observe facts in a really new business. There is a wide difference, however, between our national Government and a business concern in this respect.

Our Government is made up almost completely of the human element. Our Government is not located in the departments at Washington as it dwells in the hearts

of the people. It can have no other habitation in a republic.

For that reason, however much we shuffle and change our departments, we do not thereby provide a new government. That will remain the same. But, of course, we may increase our respect for it by providing a better administration of it.

Probably few people expected a reorganization of the law concerning alcoholic liquors would settle the prohibition question. Under our institutions of government it can only be settled when public opinion concerning it is settled.

Consider that people have differed most radically on the best method of regulating the sale of liquor for generations. It will not be settled for a long time to come.

Of course, enforcement is necessary in order that there may be one element in determining the future course of action in relation to prohibition.

No law on this subject has ever been free from criticism. So long as the human appetite for stimulants on one side and for money on the other side remains what they are, there are likely to be some violations of a prohibition law.

It is, judging by the past, that agitation is destined to continue far into the future, attended by considerable fanaticism on both sides, the question arises as to what attitude the people can take concerning it. We have the amendment.

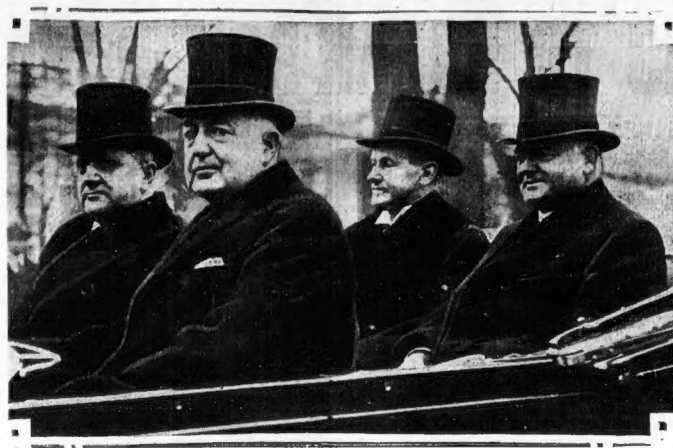
There is no immediate prospect of its repeal. It seems to me the country can get considerably assistance by recalling the attitude of Lincoln in all his discussion of the slavery issue. He was opposed to slavery and thought the decision of the Supreme Court in relation to property in a slave was unconstitutional. He was an abolitionist and did not approve of the violence of John Brown, or the nullification and secession proposals of the radical groups in the North.

Our Laws

Art of Finding Fault Not Yet Perfect

He declared it the duty of citizens to support the Constitution, observe the fugitive slave law, and accept the decision of the Supreme Court in dealing with property in a slave until by due process, these were changed. Lincoln did not recognize any abuse so great, not even human slavery, that he was willing to try to remedy it by a violation of the law of the land. This may well be pondered over by those who feel aggrieved by prohibition.

It is my judgment that the great body of serious-minded people, who think there are other subjects of superior importance to a drink of liquor, may well continue to follow the course which Lincoln so clearly stated, realizing that we have a well-defined constitutional method of changing laws and our fundamental law, and that the people desire, but that as long as the Constitution and all people remain, the duty of all people to observe the good faith and of all duly authorized public officers to



← MILESTONE IN TWO LIVES—President Coolidge and President-elect Hoover on their way to the latter's inauguration last year. It marked the retirement of Calvin Coolidge to private life, which he welcomed with inexpressible relief. In the car with them were U. S. Senator Moses and Representative Snell. —Photo by Underwood & Underwood.

enforce them in good faith can only be denied by an appeal to anarchy.

No one need feel that a country which maintains this attitude will not, candidly and without prejudice, examine any proposals that are made for the improvement of its people and the betterment of its condition.

If we could all keep in mind that nothing, not even the act of finding fault, is yet perfect, and that the burden of proof is on those who propose a change to show that it would result in an improvement, we should dwell together with less bitterness and more good will. The ultimate determination of human conduct will not be made in terms of appetite. It will rest on the force and habit, more permanent and more diverse qualities of our nature.

The very young and the very wise are always certain to know just what to do to cure all the ills of the world. They are quick to advocate a change in the laws as a

sovereign remedy. Those who have had more experience and are not gifted with omniscience oftentimes doubt whether perfection can be conjured out of an enactment or a repeal by the Congress.

They are content to let the Ten Commandments stand, realizing that human progress comes through the teachings of religion and the development of moral character brought about by striving to live in accordance with definite declared standards. The good citizen will do his best to shape his conduct to conform to the divine precepts and the laws of his country.

Every session of the Congress creates some uncertainty, but a special session charged with a revision of the tariff is always destined to provide the largest amount of trouble in this respect. A new President usually feels that this is a risk that he must take.

When there has been a change in parties as the result of an election, the situation is not so difficult. That usually comes about by the development of a clearly defined public opinion in favor of specific economic changes. We that opinion behind him a President can secure a revision of the tariff in accordance with it in a minimum amount of time.

But that was not the situation with the new administration. The country had done so well under the old tariff law that there was no definite demand for a general revision. As some lines of production needed more protection, it was entirely logical to propose a limited revision for their relief.

The disposition of the Congress, however, would be constitutionally hostile to that proposal.

The business of that body is to legislate, and it always feels that it magnifies its importance by the exercise of its prerogative.

is revised, many of which are so strong that senators cannot withstand them. They could not face their constituents with a bill that relieved some farmers and refused to grant equally deserving wage-earners.

The Senate adopted its classical course of procedure in having one committee that invited the presentation of evidence by holding hearings, and soon directing another committee to investigate the activities of those who responded to the invitation.

This proved to be a fertile field, because, as there was little crystallized sentiment in the country about tariff revision to direct the course of the bill, it fell into the hands of special representatives who were working for individual concerns. The investigations delayed action, confused the public mind and created the impression that many of the claims for relief were tainted, so that the all-important element of public confidence in our commercial structure was shaken, and when this situation was prolonged injured industry and having its repercussion in some of the staples of agriculture.

These are some of the results which flow from a factional opposition to the program of a President to give a false impression of the country and Congress.

The great body of business is fair and deserving. The great body of legislators are industrious and conscientious. But it is the derelictions of a very few industries and the derelictions of unimportant members that get the front page, while the rectitude of one commercial life, and the rectitude of our congressional legislation, get little credit.

The blame for this condition does not lie with the President. He cannot help it. Nor, as a general thing, should it be imputed to individual members of the Congress. It results from our political system. They are usually not its authors, but its victims.

Under our system of direct primaries and elections with fixed terms of offices, each senator has to be very largely his own party. He looks out for himself. He does not have to seek a new election if his nominal party fails of a majority on some important vote in the Congress.

Tortuous

Process of Legislation Extended, Uncertain

He can have his party in the White House, hold his party committee papers, and hold his state patronage while voting most of the time with the opposition in a combination which often defeats the policy of his party President.

This makes our processes of legislation tortuous, extended and uncertain. But it has the redeeming quality of cutting both ways. If a President loses some of his own party's designates, he is rather sure to have the support of some of the opposite party designates, so that while the process is uncomfortable, the resulting legislation is almost always fairly reasonable. The bad feature of this system is that so large a number destroys party responsibility.

But things are what they are. The wise course is to make the best of them. It is not probable that a change to a parliamentary system would be helpful. There are always certain fundamental difficulties in dealing with human nature which a change of system does not eradicate. If we are to make any progress we must endure the inconveniences of the process to secure the benefits of the result.

With our system has the disadvantage of sometimes causing irritating delays, it also prevents too precipitate action. It provides us with indispensable safeguards.

liberty and sanity, which it would be unwise to sacrifice for the sake of expediency.

To deal with it a President needs to comprehend the deeper politics of a situation and be able to interpret his position to the people. Others can supply him with almost anything else, but this quality he must possess himself. With it he will be able to secure from the Congress, in time, any action that is sound and to prevent most actions that are unsound.

We have recently had an example of this in the effort for farm relief. The substance of the bill which was adopted was proposed years ago. Probably it has been perfected in its details by subsequent study. But the subject was so complicated, and lent itself so easily to radical action that it was most difficult to secure an agreement that warranted legislation. By a long process of trial and rejection a solution was finally adopted.

The weakness of a measure of this kind lies in the inference that is likely to be drawn by too many of those it seeks to benefit, that the national Government bears assumed responsibility for the price of commodities, which it is bound to maintain at a level sufficient by the support of the public treasury. Its strength will lie in the sound business judgment with which it is administered and in the proper response by the farmer to the service and counsel that it provides for him.

The people are recovering from the shock of an abrupt decline in the price of securities. A study would probably reveal that it was brought about by a multitude of causes.

Speculation

People Were Trying to Replace Production

Too many people were trying to make speculation take the place of production. That hampered business. The result was inevitable.

With this liquidation accomplished, capital and industry are now in a position to proceed with our national development, and trade appears to be reviving.

It was a painful experience, but when it is over confidence in the future of business is all the more justified. Production and consumption can have more assurance of a normal, healthy and stable basis.

We have always had periods of expansion and recession. Nature seems to require seasons of rest and recuperation. The most that we have yet learned about them only helps us avoid some of their evil effects and diminish their duration. They have always been followed by seasons of growth.

The country needs to keep its faith in self-government, which is a democracy. The more it is in charge of its own affairs, without the interference of bureaucratic control, the safer it will be. The country, too, needs to keep its faith in delegated authority, which is a republic. The more it can permit its public officers to discharge their duties in accordance with their own conscience, without the interference of outside dictation, the safer it will be.

I believe in permitting the administration to do just what it thinks giving it helpful support whenever I can.

I should like to be known as a former President who tries to limit his own business.

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THIS IS THE SECOND of two notable articles by former President Coolidge setting forth his reflections since his return to private life, published by Cosmopolitan Magazine, in which they recently appeared.

I Expect to Hop Atlantic in 14 Hours,' Says Mears

(Continued From First Page)

white Sealymar terrier, presented to me by Miss Pickford. He has been christened Tailor.

The trip will be made entirely by air. There will be no steamers to carry us safely across the treacherous ocean. Rain or shine, tail wind or head wind, calm weather or storm, we have put our faith in the sturdiness and speed of the beautiful Lockheed-Vega monoplane with its 325-horse power Pratt & Whitney open engines, her long, slender streamlines would inspire even the most skeptical with faith in her ability to make the long, hard trip in record time. I am convinced that it is the fastest, most reliable plane that I could have found anywhere.

Out in Hollywood, where the preliminary tests were made, we flew her at a speed of 186 miles an hour; with a good tailwind this means we could do over 200 miles an hour.

Our tanks will carry 450 gallons of Richard gasoline and 30 gallons of Mobiloil, enough to keep us aloft 20 hours. This will give us a safe margin even for our longest hop—that across the Atlantic Ocean.

We plan to fly from Harbor Grace, Newfoundland, to Dublin, Ireland, in 14 hours. If we succeed in doing this

it will be a record in itself. Never before has anyone flown from America to Europe between sunrise and sunset.

In addition to our great load of gasoline, we will have a short wave special-built, two-way radio set. The frequency is 8650 kilocycles and our call letters are KHHH.

I will be able both to send and to receive messages on it, so we can keep in constant wireless communication with my friends and family and with the Hearst newspapers during the trip.

In case of trouble I will be able to S O S for help, and the weather bureau in Washington and New York and the cities along our route will send us advance weather reports.

We will wait at Roosevelt Field until the weather man tells us that it is reasonably safe to start—that weather conditions seem favorable over the turbulent and treacherous stretches of the Atlantic.

But no weather man can predict what the weather will be for more than a few hours comparatively. He cannot tell us what the weather will be eight days hence over the lonely steppes of Siberia, as unknowable and savage and cruel as any ocean.

The cabin of the City of New York will be as trim and efficiently neat as the cabin of any yacht. Every possession carry will have its own little nook where it can be stored out of the way when

it isn't needed.

Behind the seat there is a rack to hold six thermos bottles for hot coffee and cool water, and room for a small supply of concentrated food in case of a forced landing in some lonely spot.

There is a shelf for my personal belongings, and probably necessary, be exceedingly few. Our load of gasoline will be so great that every extra pound has to be accounted for and eliminated if possible.

We will allow ourselves seven pounds of luggage apiece—a tooth brush, a change of underclothing and very little else. However, we will have little time for social functions and probably will never require anything more formal than our leather coats and helmets. Bannel will be wearing breeches and high boots.

There is a little table that folds back flat against the seat, and a small typewriter in place when the flying is rough.

There I will sit pounding out for the readers of the Hearst newspapers the story of our adventures as they happen.

Food supplies and gasoline and Mobiloil are already stored in every city in which we plan to land. Postons for the hop across the Pacific were sent weeks ago to Khabarovsk, in Eastern Siberia, where they will be attached to the plane.

We are not using postons

on the flight from New York to Ireland. There are so few days when a plane can stay aloft on the Atlantic Ocean, even equipped with postons, that it is not worth while to sacrifice the greater speed we can make unencumbered by them on our weight.

But a plane could live for hours on the gentle swells of the Pacific if it were forced down by engine trouble or the thick blanket of fog from Bering Sea that enfolds the North Pacific for 50 per cent of every day.

In Seattle the postons will be replaced by wheels for the swift dash across the United States to New York—and the new record.

Every day for months I have been taking lessons in sending and receiving messages on my radio, and every clear afternoon receiving instruction at the flying school.

On this trip I am no longer content to be merely a passenger. This time I shall be a co-pilot of the City of New York, taking my regular turn at the controls, helping to guide our plane across the Atlantic, over Europe and the wind-swept plains and mountains of Siberia.

We hope there will be many people to wish us luck when we leave Roosevelt Field, and many more wishing us luck over every mile of our course. On this good-will trip around the world we want the good will of every person in the country. Their good will will make us win!

FIFTY YEARS OF BOSTON

By James W. Reardon

McKay, East Boston, Was Greatest Clipper Ship Builder

Money Made by Clippers Was Used to Build Up the Mid-West Cities

(This is the tenth in a series of articles endorsed by Prof. Albert Bushnell Hart of Harvard, eminent historian, and written by James W. Reardon, who was born in Boston and who is associate editor of the Boston Sunday Advertiser. Mr. Reardon's eleven articles, to be published next Sunday, will discuss professional sports of old Boston.)

By JAMES W. REARDON

THE CLIPPER SHIPS era in Boston was romantic in the highest degree.

Clippers were built for speed, were very much empowered in sail, and a voyage in them to any port was work for daring men only.

The skippers of these vessels were master seamen—they had to be.

Adding to the risks of life on these voyages was the risk of cargo and vessel, too. The owners of these vessels and their officers took big chances, were gamblers in fact, and on top of the risks they took with vessel and cargo were not afraid to make bets on the question of beating out some rival from Boston to California or to the East. There were plenty of Boston men who were willing to bet \$10,000 on their ship to beat any other vessel on a voyage.

Boston led in the building of these clipper ships. McKay, East Boston, was the greatest builder and designer in the world, without question. The vessels he built were narrow and designed wholly for speed. They were seldom over 2000 in their tonnage.

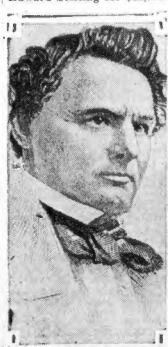
Samuel H. Pook, next to McKay, was the greatest designer, but there were others—Samuel Hall of East Boston, who had a shipyard operated by the Greens until recently; Paul Curtis, R. E. Jackson, A. and G. T. Sampson, and John Taylor of East Boston; E. and H. O. Briggs of South Boston; Currier & Townsend of Newburyport; George Thomas of Rockland, Me.; Curtis & Taylor of Medford; Fernald & Pettigrew, and Samuel Hanscomb, and George Raynes, Portsmouth.

They Lasted

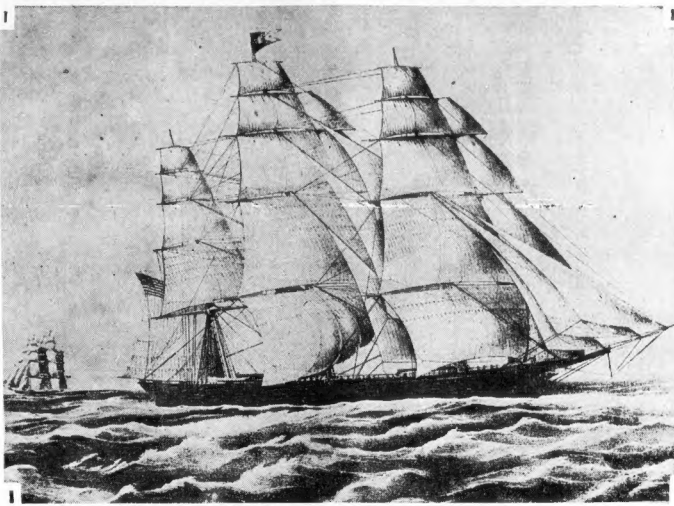
The Great Admiral Was the Last of the Clipper Ships

Clippers built by some of these men lasted until the first knockout blow to sail was given by steam. It is only a comparatively few years since Lewis, Long and India wharves were crowded with packet ships bound for all parts of the world.

The Great Admiral, owned by W. F. Weld & Co., was actually the last of all the clipper ships. The last known of her was when she was sold some 30 years ago to Capt. Edward Sterling for \$12,300.



DONALD McKay, Boston builder of the world's largest and fastest clipper.



"FLYING CLOUD," the fastest sailing ship that ever floated. Designed and built by Donald McKay in East Boston.

Andrew Jackson, equalled this.

The Stagbound, also built by McKay, was one of the first of the larger clippers. The Stagbound made one trip from New York to San Francisco in 107 days, although she had lost her main topmast and three topgallant masts.

Undoubtedly the fastest and the best of the clipper ships was the Flying Cloud, built in East Boston for Enoch Train. He sold her to a New York firm, under whose ownership she made her great records.

Crippled Aloft

Flying Cloud Made 227 Miles a Day One Trip

In one of its trips to San Francisco, the Flying Cloud made 5912 miles, at an average of 227 miles a day, although crippled aloft. On another trip to San Francisco she sailed eight days after another fast clipper and beat her into San Francisco by nine days.

The Flying Cloud was asserted by good judges to be the fastest vessel of her type that ever floated. She made four passages to San Francisco on an average of less

than 97 days, the best on record.

The fine old vessel was sold to a Liverpool firm, and met her end by fire at St. John, N. B., some 50 years ago.

Paul Curtis, as a builder, showed one of his best when he turned the Radiant off the ways in East Boston. The vessel was a fast sailer, but unlucky.

In the Sovereign of the Seas Donald McKay departed from the less than 2000 tonnage of his earlier days and built this vessel to about 2400 tons.

She was commanded by Lauchlan McKay, brother of Donald McKay, and sold on her first trip flour out of hold at \$44 a barrel. This was in San Francisco.

It was claimed for the Sovereign that she logged almost 30 knots an hour for one day in a trip to Honolulu. Some idea of her speed may be figured from the fact that for five days on a trip to Europe she outlasted the Cunarder Canada by 325 miles.

The biggest clipper ever launched was the Great Republic, built by Donald McKay for himself. She was 325 feet long and had a tonnage of 4500. She had four

decks and four masts, with a crew of 130.

In charge of Capt. Lauchlan McKay, she was loading a valuable cargo in New York for European delivery when she was burned in a big New York waterfront fire.

McKay collected \$220,000 insurance on the vessel. She was rebuilt and put in the Liverpool trade.

The Dreadnought was a noted vessel, built at Newburyport by Currier and Townsend for a New York firm. She was captained by Samuel Samuels and made some very swift voyages from New York to Liverpool.

Enoch Train, great merchant and shipowner of his day, was responsible for bringing Donald McKay to Boston. McKay was a Nova Scotian of Scottish descent, and first used his skill at Newburyport. Train, deciding to have a line of vessels built for the trade between Liverpool and Boston, asked McKay to come to Boston.

"I'll back you," he told McKay after a conference.

This was equivalent to banking or government backing of today, for Train was a powerful man, and so McKay set up in East Boston.

The first of Train's vessels built by McKay was the

Joshua Bates, which was a great success, and from this McKay went on to great fame. McKay's loss, however, in the burning of the Great Republic bankrupted him.

Originator

Thatcher Magoun Made 200 Vessels on the Mystic

Thatcher Magoun originated shipbuilding on the Mystic river. His yard turned out nearly 200 vessels.

Perhaps the most important firm engaged in the clipper ship trade with the East and Liverpool, in Boston, was Russell & Co., which has come down to modern times under the same name. It was established by Samuel Russell, and some of the partners in the house bore such well known Boston family names as today as Augustus Hard, A. A. Lowe, Thomas T. John, M. R. B. James M., and F. B. Forbes, Sturgis, Dana and Condit.

The firm of J. and T. H. Perkins was founded by Col. Thomas Handasyd Perkins. He was one of the most important merchants of Boston, and the Perkins wealth found heavy investment in the Chicago, Burlington and Quincy

The "Flying Cloud" Made San Francisco in 89 Days From New York

railroad. In later years the Perkins firm was merged with Russell & Co.

Enoch Train, head of Enoch Train & Co., Lewis Wharf firm, was the best known and most prominent merchant of his time.

Stepping down State st. to his counting room on Commercial st., his was a figure bound to attract attention. His firm owned a large number of fine, fast vessels.

Other firms that were well known were A. & C. Cunningham, Sampson & Tappan, Daniel G. and W. Bacon, Glidden & Williams, Hemenway & Co., Dalmey & Cunningham, Alpha Hardy & Co., H. C. Thatcher & Co., Tuckerman & Townsend, Warren & Co., W. F. Weld & Co., Robert Gould Shaw & Co., Thomas Wadsworth, Minot and Hooper, Bullard and Lee and the Higgins-sons.

Elisha Atkins & Co. was a firm that afterward developed the sugar business with Cuba.

John S. Emery, as a ship broker, chartered hundreds of ships every year. The firm is still in business at 125 State st.

Capt. Lauchlan McKay commanded many of the finest clippers turned out by his brother, Donald. Capt. McKay made himself known and felt wherever he went, in great contrast to his brother, who was almost shy. He was a smashing sailor-man of great nerve.

Capt. Philip Dumaresq was what might be termed a dandy of the quarter deck. He dressed in the height of style while on shore, and never without a silk hat. His pongee suits, brought from China, were the envy of the youth of Boston on hot summer days.

The men of the vessels he commanded told many stories about how Capt. Philip dressed while at sea. He hardly ever was seen without his silk hat, though it was not related that he wore the topper in a gale at sea. One of his finest vessels was the Antelope.

Capt. Edward Nickels, who was in the Flying Fish and other fast ones, was noted for his entertainments. His luncheon and luncheon party to his shore friends were famous, not only for the food, but for the choice vintages which went with it.

He was a good deal of a joker, and in raising the John Gilpin around the Horn he invited Capt. Justin Doane of the Gilpin to come aboard and dine as the vessels were sailing neck and neck almost alongside for some time.

Competition

Plenty of Romance in the Early Days of Pilotage

Other captains who were well known were Capt. James Nickel Forbes, who was in the Lightning, who lived up to her name; Capt. Robert Bennett Forbes, who began as a boy and ended as one of the leaders in Russell & Co. (He was captain of the Levant before he was 20.) Capt. William C. Rogers, master of the Witchcraft; Capt. Josiah Perkins Cressy, master of the most famous of them all—the Flying Cloud; Capt. Josiah Richardson, who commanded the Stagbound, another very fast vessel.

Capt. Arthur H. Clark was a noted master in sail and

later in steam. Less than 40 years ago he brought the Sylvia, a 138-ton steam yacht, from Liverpool to New York in 19 days. In his "Clipper Ship Era" Capt. Clark made a most important contribution to Boston's literature of the sea.

Coincident with Boston's supremacy in shipping in the clipper days was the old pilot service in and out of Boston. There was plenty of romance in the early days of pilotage.

Fifty years ago it was not uncommon at the same time to sea to pick up a vessel and secure its pilotage into the harbor. All this was caused by the competition of that day, some eight vessels being engaged.

Capt. Frederick W. Ahlquist, who has been nearly a half-century at the same and more than 30 years a licensed pilot, tells of going as far as Cape Sable, 500 miles away, in order to pick up a steamer bound for Boston. The vessels lay off the port and as soon as a streak of smoke was seen on the horizon it was a race to see who would be the first to get alongside.

So the early pilot boats had to be built for speed as well as to be able to "take it" in a gale in the bay.

There were eight boats until 1901, when the pilot got together under a permissive law by the Legislature and stopped all the useless competition.

There are now two boats and 24 pilots in service. The vessels take turns on station and the pilots take turns bringing vessels in and taking them out.

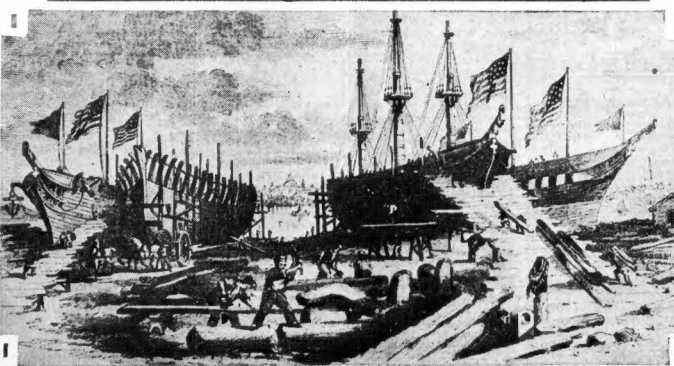
Not infrequently the water is so rough in the bay that the pilot cannot be taken off an outbound steamer, and so he has a trip across the ocean.

Capt. Charles Fry, now retired, was one of these victims three years ago.

All the old-time pilots handled the clipper ships inbound and outbound at Boston. Some of these skilled men, now gone, were Capt. Nathaniel Abbott, Capt. David Kendrick, Capt. Augustus Hooper, Capt. George Loring, Capt. Charles K. Nelson.

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MR. REARDON's next article in the "Fifty Years of Boston" series, to be published next Sunday, will discuss professional sports of old Boston.



DONALD McKay and other clipper ship builders had busy yards in East Boston. This old woodcut gives an idea of how fast McKay turned out the clippers which made rich so many Boston merchants.



CAPTAIN PHILIP DUMARESQ, the dandy of the quarter decks. A master seaman.

GERMANY'S ATTACHE TELLS OF DOCUMENTS USED SECRETLY TO CONVICT DREYFUS

General Von Schwartzkoppen
Describes French Military
Intrigues in Famous Case

HEREWITH IS PRESENTED the second instalment from the memorandum on the Dreyfus case by General Max von Schwartzkoppen, Military Attaché at the German Embassy in Paris in 1894 when Captain Dreyfus was arrested and convicted of betraying French military secrets to Germany. Dreyfus was accused of writing the famous bordereau promising delivery of certain military documents to Von Schwartzkoppen.

By GEN. MAX VON SCHWARTZKOPPEN,
Military attaché of the German Embassy in Paris
when the Dreyfus case began.

The arrest of Captain Dreyfus had occurred on October 15, 1894, but the Government, as well as the War Office, had succeeded in keeping it a secret until October 31st. However, after it the newspapers had received the first information publishing suppositions concerning the reasons for it.

As the newspapers did not receive any explanation concerning the actual facts, they commenced to attack the embassies and military attaches in general, especially the German Embassy.

The German Ambassador, Count Muenster, on my assurance that the Dreyfus affair was a mystery to me, that I did not know the Captain, nor ever had heard of him, and that I could not understand how I could be brought into connection with him, had conferences with Foreign Minister Hanotaux, and later with President Casimir Perier, requesting them to contradict the antagonistic articles in reference to him personally as well as to his Military Attaché.

Upon receipt of the news concerning the arrest of Captain Dreyfus, a friend of mine, Colonel Panizzardi, Military Attaché of the Italian Embassy, called on me and stated that neither he nor his staff had any connection with Dreyfus and that he had no explanation of this strange occurrence. With a clear conscience I was able to state that the affair was as great a mystery to me as to him.

Friendship Few Secrets Kept From Col. Panizzardi

A close friendship united me with Colonel Panizzardi. I admired him, and we had few secrets from each other. I had informed him of a few items contained in the reports of Esterhazy, but did not disclose the source of my news prior to the time when I knew that the contents of the so-called bordereau, the identity of the author with whose handwriting Panizzardi was well acquainted, would become public. This did not occur until November, 1896, until then my friend Panizzardi did not know the source of my information.

As already stated, Esterhazy had visited me on September 1, submitting to me three of the documents mentioned in the so-called bordereau. Esterhazy very often came unannounced to me, finding me, left his reports with the porter who put them into my open letter-box in his lodge.

The bordereau addressed to me must have come to the Embassy in this manner during the time from August 16 to September 1, when it was stolen by a secret service agent, who handed it to Major Henry of the French Intelligence Service. In such manner the bordereau found its way to the Intelligence Office without my knowledge.

For some time the Intelligence Service Office had been aware that illicit information was being sent to the German military attaché by a certain party.

It was also known that so-called "plans directeurs," original plans of fortifications, had been delivered.

These came from a certain M. Dubois (as he called himself) and in the corre-

spondence between the Italian and German military attachés he was always mentioned as "D." Dubois was a civil employee of the cartographical department, who for some years had done a profitable business with these plans.

When the search by French secret agents for this supplier of plans had been in vain, at last now tangible proof was discovered concerning these frauds.

The bordereau being without signature, the situation became very embarrassing. Nothing remained but to try to identify the traitor by his handwriting. The bordereau was photographed and distributed among the chiefs in the War Office and the staff to find out whether one of their officers could be the author, for it was assumed from the contents that he could be no less than a staff officer.

The doubtful glory of having discovered that the handwriting of the bordereau was very similar to that of Captain Dreyfus, previously attached to the department, belongs to Colonel Fabre, Chief of the Fourth Department of the Staff.

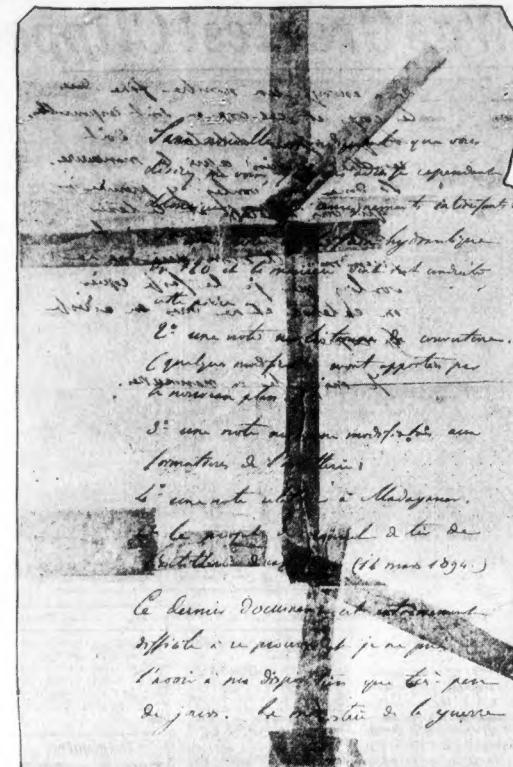
Ambitious Dreyfus Had Been an Intelligent Officer

Fabre submitted his discovery to the Chief of Staff, General de Boisdeffre, who immediately informed Secretary of War Mercier.

Dreyfus, an Alsatian Jew, appears to have been a very intelligent and ambitious officer, who, owing to his great curiosity, to his inclination to pry around, to his reticence and taciturnity, and, last, but not least, to his origin, was somewhat disliked by his comrades, especially by his competitors on the staff.

Major Du Paty de Clam, a relation of General Boisdeffre, was entrusted with the preliminary inquiry. He made his acquaintance during the manoeuvres near Toulouse in 1892, where he was attached to the Foreign Office, and he had maintained friendly relations.

Du Paty de Clam was a Dutch doctor, a scholar, with an appreciation of actual



FAMOUS DOCUMENT—A facsimile of the first page of the celebrated bordereau, pivot of the charges against Dreyfus. It was written on onion-skin paper and the balance of the writing on the opposite side, showing through the paper, is also seen in this facsimile. Translated, the portion on the first page, shown herewith, reads:

"Without any news that you desire to see me, I am addressing to you, sir, the following interesting information:

"1. Information on the hydraulic brake

of the 120 and the manner in which this contrivance must be handled. Note on the protective troops (some modifications are made in the new plan). Information concerning a modification of the formation of the Artillery. Information concerning Madagascar. Manual purpose on Artillery shooting (March 14, 1896). The last mentioned document has been extremely difficult to supply and will be at my disposal for a few days only. The Minister of War."

Convinced The Arrest of Dreyfus Is Decided Upon

This, of course, was not a definite declaration that Dreyfus had written the bordereau, and it should have been believed that suspicion was not sufficiently established to cause the arrest of Dreyfus. But the military authorities, the Secretary of War, the Chief of Staff, the Sous-Chief and the Officer of the Investigation were so fully convinced of Dreyfus's guilt that the arrest of Dreyfus on October 15 had been decided upon even before the result of Bertillon's examination.

Du Paty's attempts to induce Dreyfus to make a confession during his imprisonment failed for the simple reason that it was not Dreyfus, but Esterhazy who had written the bordereau. The situation commenced to be disagreeable for Mercier, Boisdeffre and Du Paty, owing to the non-existence of proof of Dreyfus's guilt.

No court martial would have answered otherwise than by fully acquitting Dreyfus in the absence of actual proof. It was too late for them to go back. Until that time news of the affair had

not been published but it was impossible to keep the arrest secret as too many people knew of it.

The Secretary of Foreign Affairs, Hanotaux, expressed his doubts concerning the further handling of the affair which was based solely on a document stolen from the German Embassy, whereby diplomatic difficulties were liable to arise. Mercier, however, absolutely decided to proceed, eagerly assisted by Du Paty de Clam.

At the Intelligence Service Office of the Staff, then directed by Colonel Sandherr, the latter had established a secret file containing all documents referring to espionage.

By this file containing a certain letter from me, addressed some time before to Col. Panizzardi in reference to the supplier of the so-called "plans directeurs," M. Dubois, Dubois also had dealt with my Italian colleague but by undue deliveries and impudent demands had caused Panizzardi to sever all connections with him.

After this he came to me trying to renew relations with Panizzardi by delivering plans of Nice. This was the beginning of my letter to Panizzardi.

"Enclosed twelve plans directeurs of Nice which this General 'D.' has submitted to me for you."

This document played an important part in the Dreyfus trial under the name of "Canaille de D." Investigation concerning the "Canaille de D." had not become a case. Now, becoming aware of the futility of the evidence



DEVOTED—An interesting portrait of Madame Alfred Dreyfus and their two children, taken at the time of Dreyfus's arrest and conviction in 1894. Madame Dreyfus never lost faith in her husband's innocence and spared no efforts to bring about his ultimate vindication and freedom.

against Dreyfus, it was deemed advisable to use this document before the court-martial as the proof of his guilt.

[The letter "D." meaning Dubois, was assumed to mean Dreyfus.]

In addition a number of notes had been inserted in this secret file of the Intelligence Office, which allegedly had been given by a former military attaché of the Embassy in Paris to a secret service agent for 1,200 francs a month, and also to a member of the Intelligence Service Office, Major Henry. These latter notes bear the character of forgery.

Another document of the secret file referred to the so-called telegram "Panizzardi." Colonel Panizzardi, Italian military attaché, had sent a telegram in cipher on November 2, 1894 (after having learned of the arrest of Dreyfus from the newspapers), to the Italian Chief of Staff advising that a French captain, Dreyfus, had been arrested in an affair of espionage, and that he never had any connections with Dreyfus.

Should the Italian staff have had relations with Dreyfus he would strongly advise expressing this openly, thereby avoiding unpleasant comments in the press. This telegram had been sent by the telegraph office to the Minister of Foreign Affairs, had been deciphered and read in the correct French translation:

"If Captain Dr. had not had relations with you, think it advisable, officially, to deny to avoid comments press."

The French Intelligence Service Office also received information of this telegram and, with the assistance of Du Paty, had made an intensive search for the source of the telegram. He thereupon informed:

"Dreyfus arrested. All precautions taken. Agent informed."

Documents Papers are Selected For Court-Martial

Major Du Paty de Clam was commissioned by the Secretary of War to select from the secret file such documents as might be of specific value to the members of the Dreyfus court-martial, and to write a so-called commentary stating all suspicions against Dreyfus. The documents were selected by Du Paty, and the documents selected from the secret file were:

1. The document known by the name of "Canaille de D."

2. The aforementioned telegram "Dreyfus arrested."

3. An unimportant document, subsequently known as "letter from Col. Davignon."

These were submitted to Major Du Paty de Clam in a sealed envelope in the presence of the Secretary of War, Chief of Staff and Chief of the Intelligence Office to be handed at a suitable opportunity to the president of the court-martial.

The court-martial assembled on December 19, 1894. Although the Dreyfus family, the counsel for the defense, Demange, and a part of the press demanded full publicity, General Mercier as well as his adherents had their reasons for having the proceedings behind locked doors. They were aware that at a public trial their futile speculations surely would have influenced the public favor of Dreyfus, thereby endangering Mercier's position.

The secret file was returned to Du Paty by the president of the court-martial on December 31, because there were no errors in law. The submitting of the secret file naturally was not known to the court of Revision. The verdict thereby became legal.

Mercier, well knowing how weak the proof and how irregular the reasons for the condemnation of Dreyfus and who possibly was afraid of later reconsideration, tried again to induce Dreyfus to confess.

The appeal Dreyfus and his lawyer Demange made on December 23, 1894, against the judgment of the court-martial was repudiated on December 31, because there were no errors in law. The submitting of the secret file naturally was not known to the court of Revision. The verdict thereby became legal.

Mercier, well knowing how weak the proof and how irregular the reasons for the condemnation of Dreyfus and who possibly was afraid of later reconsideration, tried again to induce Dreyfus to confess.

The Verdict Du Paty Again Urges Dreyfus to Confess

The day the verdict became legal, he delegated Du Paty to go to the cell of the condemned man, who was utterly broken down, and again urge him to confess.

Although Du Paty talked to Dreyfus for an hour, assuring him that he would leave nothing undone to make the coming departure easier for him, Dreyfus continuously asserted his innocence which he felt sure eventually would certainly be proved.

The continuous, genuine "swearing" of his innocence by Dreyfus made Du Paty so perplexed that he exclaimed:

"If you are innocent, you will be the greatest martyr of all centuries!"

The proceedings of the court-martial having taken place behind closed doors, the press was not in a position to give the real proofs for the guilt of Dreyfus. One had to be content with the fact that the French officers had been convinced of his guilt and this satisfied the general public.

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Another instalment of General Schwartzkoppen's story will appear in an early issue, probably next Sunday.

Even these documents

Boston's First Airplane Traffic Officer Is Busy Now

D. K. ELDRIDGE
DOES THE TRAFFIC

Also He Enforces Air Traffic Rules, Rights of Way and Directs Takeoffs
INSPECTS ALL PAPERS
 Every Visiting Civilian Pilot Landing at Airport Has to Show License

"LET'S SEE your license and registration," is now a routine an order for pilots at Boston Airport as for motorists.

Papers of every visiting civilian pilot are inspected by Officer Daniel K. Eldridge as soon as they tax up to the airport of the future. Boston's first airplane traffic officer, enforcing air traffic rules, rights of way and directing takeoffs of transport ships.

"We call for licenses and registrations of visitors so as to be able to eliminate further local flying by those who prove to be without them," he said.

"An unqualified pilot could be the cause of a serious accident when the field traffic was heavy. Even though it only affected himself, we do not want it to happen here."

"This procedure is largely a matter of form, as there are very few in the air today without proper credentials. Looking toward the future, it will be a quick means of tracing stolen planes. It will be comparatively easy to locate them by inspecting visiting pilots' papers at the end."

Surprise to Many
 "A pilot could not keep a plane away from all of the numerous airports in the future for long, any more than an autoist could keep his car without going on the highway."

Respecting a strange pilot's credentials is not yet a practice at all fields. Many are surprised when a white or checkered flag is a signal to come down.

Heavier Ships First
 Transport planes are given the right of way over lighter ones. A heavier ship over lighter ones, A. G. Trumbull said.

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After Auto License
 Officer Eldridge directs visiting planes to vacant spaces on the line in hangar yards and leaves the landing areas clear at all times.

When a visiting plane is in the line of the field, he is notified as to what hangar space is available from the line and leads the overhauling visitor to the hangar building for inspection.

Officer Eldridge's busiest days are those of the recent visits of 64 Navy planes and the 30 ships of the New England fleet. He was in charge of leading the ships off the field as fast as they could and assigning them to areas that had been reserved.

The navy ships landed in groups at the line.

It is necessary to prevent collisions of the many field planes. Flumes must warm up with blocks in front of their wheels before taking off. Those without brakes have an attendant on the wing.

Before taking off a pilot must give the right of way to any ship that may be in the line.

Cross wind landings and take offs are forbidden without special permission.

Officer Eldridge's motorcycle regularly covers a many mile day back and forth about the airport as those of most motorcycle police on the highways.

He has only Boston police on his side, he is now pulling up time for a license.

'Old Pilots, Bold Pilots, But No Old Bold Pilots'
And Capt. H. D. Copland First Flew in 1908

ELDERBROOK
HEARD FROM THE BACK

New England Air Reserve Officers' Association Formed for That Purpose

Reserve pilots and observers active at Boston Airport are conducting a drive to get all the war-time army fliers of this section back into aviation.

There are more than 900 air service reserve officers in the First Corps Area, which New England comprises, who are entitled to fly or be flown in army planes at the airport. Most of them have done very little flying since the war.

"Those living at a distance from Boston cannot conveniently be regular visitors at the airport, but we want to have all those of this immediate vicinity back in our midst," said Maj. Bartlett Beaman, reserve officer in charge of the drive.

"Less than 35 reserves make regular flights at the back."

We should have a total of 70 this summer.

As a means of getting the reserves of this area into a single group, the joint activities of the New England Air Reserve Officers' Association, which is being formed, comprising the Third Observation and 424 and 424 Pursuit Squadrons.

OFFICERS ELECTED
 Officers elected are: Capt. E. M. Field, president; Capt. E. J. Cronin, vice-president; and Maj. J. C. Cronin, secretary.

This association will be the means of bringing the men together, and as well as enabling a concerted drive for more flying.

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Youth Builds Own Plane

GLIDERS AND PLANE TOYS OF THIS YOUTH

Leo Tremblay, 22, of Concord, N. H., Has Built Aircraft of Various Models

Leo L. Tremblay, 22, of Concord, N. H., has obtained more than the 10 solo flights necessary for a private pilot's license in a plane he built himself and flew successfully without previous instruction.

During the past two years he has spent several more solo hours in the air in gliders of his own construction. Having learned the ways of motorless craft, he built a power glider, now he plans to build a light plane for further air work.

Tremblay's power ship is named "Miss Vicky," has a 27 h. p. Health motor. He has kept it up on flights of as long as an hour and climbed to 4000 feet. Most of his off hours are spent doing on hops in the vicinity of a field, but he has been in the air for the 15 miles between Concord and Manchester airports.

The ship has a speed of about 30 miles an hour. It lands at little more than a running pace. The wing spread is 32 feet, overall length 16, and weight 250 pounds. It was last flown on July 1 at Long Pond last winter. This spring Tremblay completed it with wheels.

"Upon completing the ship I gained confidence and was ready to attempt it," he said.

"I maneuvered it about on the surface of the snow-covered ground, and I was a little wider than I had intended. Looking out of the cockpit I discovered it was ten feet up."

NO STUNT FLYING
 "Coming down immediately and making a satisfactory landing, I gained confidence and was ready to attempt it," he said.

"I pulled the plane up too fast, and it was a little wider than I had intended. Looking out of the cockpit I discovered it was ten feet up."

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GLIDERS AND PLANE TOYS OF THIS YOUTH

Leo Tremblay, 22, of Concord, N. H., Has Built Aircraft of Various Models

Leo L. Tremblay, 22, of Concord, N. H., has obtained more than the 10 solo flights necessary for a private pilot's license in a plane he built himself and flew successfully without previous instruction.

During the past two years he has spent several more solo hours in the air in gliders of his own construction. Having learned the ways of motorless craft, he built a power glider, now he plans to build a light plane for further air work.

Tremblay's power ship is named "Miss Vicky," has a 27 h. p. Health motor. He has kept it up on flights of as long as an hour and climbed to 4000 feet. Most of his off hours are spent doing on hops in the vicinity of a field, but he has been in the air for the 15 miles between Concord and Manchester airports.

The ship has a speed of about 30 miles an hour. It lands at little more than a running pace. The wing spread is 32 feet, overall length 16, and weight 250 pounds. It was last flown on July 1 at Long Pond last winter. This spring Tremblay completed it with wheels.

"Upon completing the ship I gained confidence and was ready to attempt it," he said.

"I maneuvered it about on the surface of the snow-covered ground, and I was a little wider than I had intended. Looking out of the cockpit I discovered it was ten feet up."

NO STUNT FLYING
 "Coming down immediately and making a satisfactory landing, I gained confidence and was ready to attempt it," he said.

"I pulled the plane up too fast, and it was a little wider than I had intended. Looking out of the cockpit I discovered it was ten feet up."

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'Cross-Country' Hop of Quarter of Mile Won Him Fame

By FRANKLIN F. COLLIER, JR.

CAPT. HARRY DEWEY COPLAND, manager of the Curtiss-Wright Flying Service at Boston Airport, made his first flight at Franklin Park in 1908 when 23 years old.

He was the instructor of John H. Trumbull, Connecticut's flying governor, whom he checked out at Hartford Oct. 24, 1927, after 20 hours of dual.

Transport planes are given the right of way over lighter ones. A heavier ship over lighter ones, A. G. Trumbull said.

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In 1911 Capt. H. D. Copland made his first "cross-country" flight. When he found he had flown too far to get back on the field he was using, he pulled up over telegraph wires to land in an adjoining field.

and did not know of my flight until they read about them in the papers. I broke a number of wheels, wing tips and spars.

"One day I found myself 10 feet off the ground traveling at 37 miles an hour and discovered that I had gone too far to get down without hitting a fence bordering the field. I had never made a turn in the air. Ahead were low telegraph wires, a road and another field."

On Demonstration Tour
 "I pulled up over the wires and landed in the next field. I had flown as a quarter of a mile."

The next day newspapermen spoke of the hop as a cross-country flight. It made another "cross-country" hop on his starting point later.

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TOWING GLIDERS NEW ENGLAND IS INTERESTED IN

Special Permission Necessary Behind Rest of Country in Through Amendment to Number of Airports, Says Federal Rules

A. P. Tellerro

An amendment to the Federal air traffic rules prohibiting towing of gliders by other aircraft except by permission of the Secretary of Commerce has been passed.

There also have been rulings by this State against this sort of flight. At the Springfield air races, special permission from Governor Allen, spoken at the dedication, was necessary before "Paul H. Hawks" was allowed to be towed into the air in the Eaglet which he had flown across the country.

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Financial News

NEW YORK STOCK EXCHANGE TRANSACTIONS

Saturday's total sales of stocks on the floor of the New York Stock Exchange amounted to 1,246,778 shares, more than the total reached in most recent five-year seasons. Bond sales amounted to \$4,740,000. Sales of stock on the New York Stock Exchange for the week totaled 1,149,278 shares, including the inactive. Bond sales amounted to \$4,631,000.

A			C			K			S		
High	Low	Close	High	Low	Close	High	Low	Close	High	Low	Close
100	99 1/2	100	100	99 1/2	100	100	99 1/2	100	100	99 1/2	100
100	99 1/2	100	100	99 1/2	100	100	99 1/2	100	100	99 1/2	100
100	99 1/2	100	100	99 1/2	100	100	99 1/2	100	100	99 1/2	100

MEETING OPPOSITION
Raskob Prediction Is That the Shorter Time Is to Become General
 By FRANK H. MELOAN
 Financial Editor

Announcement that more large American corporations are trying out the five-day working week as an experiment is interesting because it reveals the "five-day week" is still regarded as an experimental measure.

More than two years ago, on April 15, 1928, to be exact, we quoted in this column an unfavorable five-day working week John J. Raskob, financial manager of General Motors, President William Green of the American Federation of Labor, Henry Ford, and Secretary of Labor Davis.

POSSIBLE CURE
 The Secretary of Labor even then was advertising in the Wall Street Journal a "possible cure" for some of the "troubles" of the business world.

Right here in Boston hundreds of clerks and executives were even then enjoying a shortening of the work week, and the "five-day week" was being tried in many other places.

Textile plants had found the "five-day week" generally a success, and a "part-time" move, because a full week's pay was not given to the worker.

Mr. Raskob predicted the "five-day week" would become general in this country, and a Wall Street Journal correspondent said:

"The automobile genius found the five-day week a cure for the ills of the business world, and he is now advertising it as a cure for the ills of the business world."

Mr. Green appears to have had a clearer conception of the value of the five-day week than Mr. Raskob, for he has said:

"The five-day week is a cure for the ills of the business world, and it is now being tried in many other places."

EXPANSION PLANNED BY TANK CAR CORP.
 New York, June 7.—General American Tank Car Corp., which has been expanding its operations in Europe, is planning to build up a large system for affording rail and refrigeration car transportation to the petroleum, oil, and other products and vegetable industries of Europe.

RECE PRESIDENT OF MACHINE CO.
 Franklin A. Reese has been elected president of Reese Machine Co., which has been expanding its operations in Europe, is planning to build up a large system for affording rail and refrigeration car transportation to the petroleum, oil, and other products and vegetable industries of Europe.

INSON AIRCRAFT PRODUCTION LARGE
 Chicago, June 7.—Inson Aircraft Co., which has been expanding its operations in Europe, is planning to build up a large system for affording rail and refrigeration car transportation to the petroleum, oil, and other products and vegetable industries of Europe.

Bank Statements
 Boston balance, \$25,000,000; clearance, \$25,000,000; New York balance, \$25,000,000; U. S. Treasury balance, \$25,000,000; U. S. Customs receipts, \$25,000,000.

STOCKS

SELLING CHIEFLY FOR ACCOUNT OF PROFESSIONAL BEARS, SAYS BROADEN WALL

By BROADEN WALL
UNIVERSAL SERVICE
 New York, June 7.—Liquidation on a relatively heavy scale came into the stock market today as prices declined to a new low.

Little support was evident in the previous session, but the selling was chiefly for the account of professional bears who have been pounding the market for weeks and lost tired out holders who have witnessed a steady depreciation in values with hardly a rebound for a time.

MORE MARGIN CALLS
 Whether or not a permanent decline will finally unroll large scale stamping by big holders of stocks remains to be seen. Public liquidation of a scattered market has been taking place for two or three days. Many margin calls will be sent out for the weekend and many may bring additional selling at lower prices.

The liquidation today was at a rate exceeding 1,000,000 shares an hour, and the market was down for the two-hour session being 2,244,000 shares, and the average for the five hours of Friday, the day's loss was 15 points on the average.

The market received a technical test when steel common sold down for the first time of the year at 165. The selling, however, did not mean that the market's downward trend was a new low, at 164, and the market's decline was a net loss of almost three points.

The new low was a net loss of almost three points, and the market's decline was a net loss of almost three points, and the market's decline was a net loss of almost three points.

SELLING FLOOD POOR
 The fact that public liquidation is proceeding at a rapid rate, and that the market is being pounded by professional bears, is a warning to investors to be on their guard.

The market is being pounded by professional bears, and the market's decline is a net loss of almost three points, and the market's decline is a net loss of almost three points.

SUPER MAID PLANS EXPANSION ABROAD
 Chicago, June 7.—President Roy H. Williams of Super Maid Corp., in a statement issued today, says:

"Our outlook for the remainder of the year is bright. We are planning to expand our operations in Europe, and we are planning to build up a large system for affording rail and refrigeration car transportation to the petroleum, oil, and other products and vegetable industries of Europe."

GOLD SMITH'S INVESTMENT AND TRADING SERVICE
 Issued Daily Since 1902
 New York, June 7.—Gold Smith's Investment and Trading Service, which has been expanding its operations in Europe, is planning to build up a large system for affording rail and refrigeration car transportation to the petroleum, oil, and other products and vegetable industries of Europe.

GERMAN BONDS TO BE SOLD JUNE 12
 Paris, June 7.—The new German bond issue, which has been expanding its operations in Europe, is planning to build up a large system for affording rail and refrigeration car transportation to the petroleum, oil, and other products and vegetable industries of Europe.

WARNER PICTURES PLANS EXPANSION
 Warner Bros. Pictures, Inc., is planning to build up a large system for affording rail and refrigeration car transportation to the petroleum, oil, and other products and vegetable industries of Europe.

YELLOW COACH HAS ITS BEST MONTH
 Pontiac, Mich., June 7.—General Motors Truck Corp., in a statement issued today, says:

"Our outlook for the remainder of the year is bright. We are planning to expand our operations in Europe, and we are planning to build up a large system for affording rail and refrigeration car transportation to the petroleum, oil, and other products and vegetable industries of Europe."

DUDLEY TABLET IS DEDICATED AT STATE HOUSE

Former Governor, First Deputy to Winthrop, Honored in Bronze
100 DESCENDANTS PRESENT
Lieut.-Gov. Youngman Accepts Memorial in Behalf of Bay State

A memorial tablet to Thomas Dudley, first deputy governor of Massachusetts, under Gov. John Winthrop, and for many years governor under the Massachusetts Bay Colony charter, was unveiled yesterday morning in Doric Hall at the State House.

Gov. Thomas Dudley was the first official under the charter to the Governor and Company, the Massachusetts Bay in New England. He came in the ship Arbella in 1630, taking up the duty of deputy governor. In 1631 he was elected governor, serving four terms in all, 1634, 1640, 1643 and again in 1650.

The address of welcome, in behalf of the Gov. Thomas Dudley Family Association, was made by Dr. Alfred Church Lane, president, followed by an invocation by the Rev. Miles Hanson.

Following the unveiling by Miss Elizabeth Chauncey Dudley, secretary of the association, the formal was made by Rev. Samuel Elliot.

In the absence of Gov. Allen, Lieut.-Gov. William S. Youngman accepted the tablet in behalf of the Commonwealth.

The bronze memorial occupies a prominent place in the hall of the Governor's council chamber, where they viewed the portrait of their famous ancestor.

After a luncheon at the City Club, the members of the association went on a pilgrimage to the Dudley estate at Harvard University.

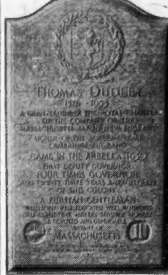
In the afternoon they saw the seal and signature of Governor Dudley on the charter of Harvard College.

Benjamin Proctor, Jr., is chairman of the committee.

WOMAN GETS FIRST LICENSE TO PREACH

The first woman licensed to preach in Congregational churches on Cape Cod is Miss Rachel P. Snow of Falmouth. She is president of the Mary Mann Missionary Union, with which all Congregational churches on the Cape are affiliated.

Memorial



BRONZE TABLET unveiled in memory of Governor Thomas Dudley at the State House yesterday. First deputy to John Winthrop, he was four times Governor under the Massachusetts Bay Company charter.

MALDEN TO CURB ITS WAR ON AUTO

Police Campaign Nets \$1000 Weekly in Motor Vehicle Fines

Following a conference yesterday between Police Commissioner Antonio J. Caputo and a delegation from the Malden Chamber of Commerce, it was decided that the stringent operation of the motor vehicle law which has characterized recent activities of the Malden police department, would be discontinued.

As a result of the police campaign, thousands of dollars in fines have been paid in the Malden court, the total surpassing in the space of a few months the total collected from liquor fines or other fines over a period of half a dozen years.

The motor vehicle fines have averaged close to \$1000 weekly.

Commissioner Caputo announced that first offenders would not be prosecuted unless in flagrant cases of traffic rules.

A record will be made of them and kept on the card index at headquarters. On second offenses they will be brought to court. Most of the offenders have been summoned for failing to come to a full stop when entering through ways, or for violating parking rules.

Fines in these cases, which were originally placed at \$5 for first offenses, were increased some weeks ago to \$10 by the court.

NEW PROPELLER FOR FREIGHTER SAGAMORE

The freighter Sagamore, of the Eastern Steamship Lines Inc., en route from New York to Portland, landed 400 tons of wool here yesterday and was floated into dock at Simpson's to have a new propeller adjusted.

The vessel, a sleek of the old one on the trip over from New York.

MOVE TO BLOCK HUNGER SUICIDE

Virginia Man Prays He'll Die as He Reaches 26th Day of Fast

Danville, Va., June 7 (INS)—Prompted by public opinion, the authorities should prevent Frank Davis, 55, retired farmer, from carrying out his plan to kill himself by starvation, Commonwealth Attorney P. J. Hundley today instructed Sheriff Charles Murphy to visit the recluse and submit a report on his self-imposed hunger strike.

Today is the 26th since Davis has eaten any food and he honestly claimed and prayed that death would come to him today, figuring one could not live longer than 28 days without nourishment.

He told callers who are trying to persuade him to take another outlook on life and agree to live, that he is just as determined to "end it all" today as he was when he conceived his novel plan of suicide.

He has a shotgun, fully loaded among his possessions, but would not dare to shoot himself, he said, because he believes this would be "morally wrong."

Accepts Melrose Call

The Rev. Warren C. Herrick of Pittsburgh, has accepted the rectorship of Trinity Episcopal church, Melrose, and begins his work in September.

Honor Graduate



MARY T. O'BRIEN, daughter of Mr. and Mrs. Thomas F. O'Brien of Dorchester. She graduates with highest honors Tuesday from Mount Saint Mary Academy at Hooksett, N. H., after completing a post-graduate course.

SHIP-TO-SHORE SERVICE WEEKLY

North German Lloyd Official Announces Plan at Conference With Mayor

Success of the Bremen airmail catapulting Thursday resulted yesterday in announcement that weekly ship-to-shore service for Boston will be inaugurated this week by the North German Lloyd Steamship Company.

Christopher De Groot, Boston representative of the line, made the announcement during a conference with Mayor Curley.

The newest ship of the line, the Europa, will make her first east-to-west trip this week and will alternate with the Bremen, according to De Groot.

Arrangements have been made to catapult planes from each vessel, the planes to land at Boston Airport, where the mail will be transferred.

The only interruption to this service will come when a ship is so delayed that the plane would arrive after dark.

In his visit to the mayor and later to the State House and Acting Governor William S. Youngman, the steamship company representative was accompanied by Baron J. J. von Stiller, pilot of the North German Lloyd plane landing in the Hub yesterday, and Karl Kirchhoff, radio operator.

Mayor Curley presented the airman with a token of commemoration of their initial flight to Boston.

RELIGIOUS TEACHERS HEAR BOSTON EDITOR

Brooklyn, N. Y., June 7—Dr. Frederick A. Keyes of Boston, editor of the Apollonian, addressed 3000 religious teachers of Brooklyn diocese at the Bishop McDonnell Memorial high school today.

Dr. Keyes stressed the importance of caring for the temporary needs of children during the first years of school life. He pointed out that many so-called incorrigible and retarded children have improved after proper dental care.

KILLS MAN WITH UMBRELLA TIP AS HE HURRIES IN RAIN

Chicago, June 7 (INS)—A MAN, hurrying along through the rain today, lowered his umbrella suddenly as an apparently drunken man lurched toward him. The tip of the umbrella struck the lurking man in the chest, and he staggered on.

The other man walked apparently unaware that his umbrella had wounded the victim.

man collapsed in front of a restaurant. When employees of the restaurant reached his side, he was dead. The pointed umbrella tip had inflicted a fatal wound, just above the heart.

The other man walked apparently unaware that his umbrella had wounded the victim.

Ampico Hall

Established Since 1823

Removal Sale of Fine Pianos

Including MASON & HAMLIN—CHICKERING—KNABE the AMPICO and other world famous makes TREMENDOUS REDUCTIONS

Savings Up to

50% and more

50 Fine Upright Pianos (used)

\$25 and up

New and Used Player Pianos

\$40 and up

Used Grand Pianos

\$135 and up

New Baby Grand Pianos

\$445 were \$625

New Period Model Grands

Including Louis XV, Italian, Spanish, Wm., and Mary, Louis XVI, Duncan, Phyllis, etc., used for exhibition only. \$585 Formerly \$895 to \$1800 and up

AMPICO GRANDS

Including MASON & HAMLIN—KNABE—CHICKERING FISCHER and MARSHALL & WENDELL AT SAVINGS UP TO

50%

OPEN 8:30 A. M. TO 10 P. M.

Come early and secure the piano of your choice

AMPICO HALL

The Home of Mason & Hamlin, Knabe, Chickering Marshall & Wendell and Fischer Pianos

KENMORE 9600

395 BOYLSTON STREET

Washington Jewelry Co.

POSITIVELY! Our Most Sensational "Group" Sale of Watches



ALL ONE PRICE!

50c Delivers It!

We've picked the finest of our \$18.00, \$20.00, \$22.50 and \$25.00 Ladies' Wrist Watches and grouped them all one price \$14.50. Among them 6-jewel, 12-jewel, 15-jewel Watches. Some are rectangular shaped, octagon shaped, ovals, fancies—the latest, smartest styles—with ribbon, flexible, and smart cord bracelets.

EXTRA SPECIAL!

A few watches studied with great interest. Come Early before the choicest are snapped up.

POSITIVELY!—the most sensational Watch Values we've offered. We want to bring joy into the hearts of hundreds of graduates—we want them to be our friends and boosters—hence this amazing Group Sale. Cash or 50c Weekly!

PARENTS—

Such low prices—such low terms—why not delight daughter with one? Old Customers Pay No Money Down. Just "Charge It."

"Where Grandpa and Grandma Traded"

Both Stores Open Saturday Nights 365 Washington St.—near Bromfield 503 Washington St.—near Temple Pl.

Mail Orders Filled (Enclose clipping of Watch desired and mail with 1st Payment—\$5.00)

Washington Jewelry Co.

Our Gift



It's a Waltham! Give your Boy Graduate this Latest Waltham Strap Watch—\$14.45. It's a Waltham! Give your Girl Graduate this Latest Waltham Strap Watch—\$14.45. It's a Waltham! Give your Boy Graduate this Latest Waltham Strap Watch—\$14.45. It's a Waltham! Give your Girl Graduate this Latest Waltham Strap Watch—\$14.45.

Old Customers Pay No Money Down. Just "Charge It." 365 Washington St.—near Bromfield 503 Washington St.—near Temple Pl.

Mail Orders Filled Everywhere—Send 5c

OBTAINS RIGHT TO SEE MORE OF HER CHILDREN

Mrs. Bertha Jette Wins Three-Year Fight to Get Decision From Rhode Island Court

HUSBAND GOT DIVORCE

During Long Period Mrs. Jette Has Built a Business of Own in New York

Providence, R. I., June 7.—For nearly three years, Mrs. Bertha Jette of Central Falls has been fighting to win the right to see more of her 9 and 11-year-old children.

During this period she has been in New York and has been successful enough to establish a business that pays her more than \$4000 a year. In this time she has been former Mayor Charles H. Lord of Central Falls but once, and that was an accidental meeting.

The former mayor was named by Oscar A. Jette in divorce proceedings that gave him an absolute decree and permanent custody of the children.

Because Mrs. Jette convinced Judge Hugh Baker of superior court that she has made good and started "life anew," she can see more of her children.

Jette contested the action vigorously.

"Mrs. Jette" was divorced when private detectives testified she and Lord indulged in petting parties in drunken midnight hours.

KIDNAPED CHILDREN
Following the decree, which gave the two children to their father, Mrs. Jette kidnaped the youngsters but did not succeed in holding them. For three years she has been permitted to visit the children, but for nearly two years she says that the visits to the Jette home have not been pleasant.

Jette remarried and his former wife wanted the opportunity of seeing her children away from their home.

Appearing before Judge Baker, she related the happenings of the last three years and in a tearful voice she described her experience.

"What name do you use in your business in Providence?" asked her attorney, Lawrence J. Wagon.

"Betty Reynolds," replied the witness. "I use that name because after the court proceedings here I thought it best to change my name."

"Have you seen Mr. Lord since you went to New York?"
"Just once. I met him two years ago. I spoke to him but I have not seen him since that time."

"You want to have your children for three weeks in August?"
"Yes. I want them during my vacation. I shall take them to my mother's home."

JETTE IS WARNED
Mrs. Jette wanted to take the children out of the state. Judge Baker ruled she could have them for two weeks in August, but stipulated that the children must be returned to Rhode Island by the first of September.

It is apparent that Mrs. Jette has started life anew. She has broken away from her old friendships. She went to New York and has been successful. I think she has done reasonably well by the children.

"The question at issue is this: Is she worthy of the confidence of this court? Mrs. Jette is the mother of these children and she has a right to love them and the right to demand that she be given their love."

"Despite the mistakes of the past, she is still their mother."

Druggists Meet at Swampscott

A RECORD attendance is expected at the 49th annual convention of the Massachusetts State Pharmaceutical Association and Traveling Men's Association, which begins at the New Ocean House in Swampscott with an address of welcome by president Anthony Altieri on Tuesday morning.

A varied entertainment program has been arranged for the three days by the M. S. P. A. and Mrs. Adams, who has charge of the ladies' section. The principal feature will be the annual banquet on Wednesday evening, when attorney General Warner will speak.

The Ideal Tour
1000 Miles Through New England's Scenic Wonderland

Memorable lakes and streams of the incomparable beauty. The best food, world-famous golf courses, historic points and good roads.

South Coast and Mt. in Color—Free The ELTON TOURING BUREAU Hotel Elton

Worcester, Mass.

Coolidges in New Home



—Photo by International Newsphoto.
THE FORMER PRESIDENT and Mrs. Coolidge in the doorway of "The Beeches," their new home at Northampton.

RABBIS WILL BE MEASLES GOES AS GUESTS TONIGHT HOT WAVE COMES

Leading rabbi of Greater Boston will take part in an inter-congregational service of thanksgiving to night in Temple Chabed Shalom, Beacon and Marshall sts., Brookline.

The service is in connection with the observance of the Massachusetts Bay Colony Tercentenary. The public is invited.

Rabbi Herman H. Rubenowitz will preside. Speakers will include President Gaspar Bacon of the Senate, Dr. David de Sola Pool of New York, Corporate Counsel Samuel Silverman, Chairman Charles F. Rowley of the Brookline selectmen, Alexander Brin, chairman of the Jewish Tercentenary committee, Rabbi Harry Levi of Temple Israel, Rabbi Samuel I. Abrams of Temple Chabed Shalom, Rabbi Louis M. Epstein of Temple Keneseth Israel and Rabbi Philip Lang of Chelsea.

In charge of arrangements are Rabbi H. H. Rubenowitz, chairman; Meyer J. Sawyer, Moses Mahel, Alexander Brin and Rabbi Abrams, Lang, Epstein and Levi.

This year marks the 275th anniversary of the landing of the first Jewish settlers on American soil.

There is a very definite possibility of acquiring those through drinking from such exposed and unfiltered waters. Dr. Scamman said, "and the risk is so high a price to pay for a common draught that could quite as well be foregone until the water is purified or the water is a safer source of supply to quench his or her thirst."

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Worcester, Mass.

CHELSEA HIGH CREDITS MUSIC AS HOME WORK

Charles E. Pinfield, the Boston Symphony Orchestra Violinist, Examines Pupils

Music lovers in the student body of Chelsea high school have been taking their examinations this past week.

Charles E. Pinfield, violinist of Boston Symphony Orchestra, has been in school examining more than 30 students to determine if they have been keeping up their violin or piano study.

Those who passed his test have satisfactory record. Most students in most other high schools are given the same test, but in Chelsea it is counted as "home work" just as truly as if they had spent the time working at their algebra or French verb.

Their year of faithful application to scales and Bach outside of school studies has earned them 2½ credits towards their diploma.

ORIGINATED IN CHELSEA
The custom of giving school credit for outside music study, believed to have originated in Chelsea, has now been almost universally adopted in the Middle West.

Boston, which has experimented for some years with a similar measure, has just decided, by vote of the school committee, to give it up on the grounds that it unfairly favors the child whose parents can afford him special benefits.

In Chelsea, however, no one has been asked to make his report.

It is estimated some 20 years ago by Oran McCauley, then supervisor, with the assistance of Miss Maude Howes, now supervisor in Quincy, it is considered one of the most successful courses on the school program.

Pupils who register in the course contract to practice an hour a day throughout the year," says Miss R. Esther Swanson, instructor at the high school.

"Once a month they bring written reports of progress from their teachers."

At the end of the year, Mr. Pinfield subjects each to a 15-minute individual examination and makes his report.

He is ruthless in denouncing pupils who are not serious. He tells a pupil whose musical ambition is not serious—insisted rather than native, to give up the study.

MANY HAVE ABILITY
But in many he finds genuine ability and genuine desire of distinction, and then he encourages to work with all their energy, to seek out the highest types of instruction.

"Quite aside from the satisfaction of having their interminable hours of practice recognized as homework by the high school, they have the pride of having measured up to standards set by orchestra."

Chelsea supplements "Music C" with courses in appreciation and harmony. Such courses, in the opinion of school officials, are essential complements of instruction, preoccupied with technical instruction, have the time to impart any broad knowledge of theory or of the history of music and its masters.

It likewise has its orchestra and band, both under the direction of A. E. Clary, a system of special instruction in all the instruments of the orchestra, and a Girls' Glee club, coached by Miss Swanson.

SENIOR PROM ENDS SOCIAL ACTIVITIES
The social activities of Emmanuel College will close with the senior promenade in the main ballroom of the Copple-Plaza Thursday evening.

Miss Margaret Burke, Lynn, president of the senior class, will lead the promenade, followed by Miss Frances Callahan, Cambridge, chairman of the supper dance.

Music Examiner

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NICKERSON RITES AT MT. AUBURN

Funeral services were held yesterday at Mt. Auburn Cemetery, Cambridge, for William E. Nickerson, vice-president of the Gillette Safety Razor Co.

Hundreds of employees, as well as a large gathering of prominent citizens, were present at the services.

The honorary bearers were Frank J. Fahey and R. E. Thompson, vice-presidents of the Gillette Co.; Maurice J. Curran, director of the board; Philip Stockton, president of the First National Bank and Old Colony Trust Co.; Bradley W. Palmer, director of the Gillette Co.; Samuel W. Stratton, former president of Massachusetts Institute of Technology; A. E. Glavin, vice-president of the Atlantic National Bank, and Charles R. Gow, postmaster of Boston.

The following executives of the Gillette Co. acted as ushers: H. A. Smith, W. H. McCarthy, J. D. Conway, E. Frank Ward, T. L. Smith, W. H. Parry, J. F. Kelly, L. A. Gale and J. Bird Curran.

CARLOS E. PINFIELD, Boston, Symphony Orchestra violinist, who checks the musical progress of children in the Chelsea high school.

COLT HEIRESS IN NEW TANGLE

Providence, R. I., June 7.—Although recently adjudged a bankrupt in the U. S. District court, Mrs. Theodora Colt Barrows Flynn, heiress to the Colt estate, finds that she is not out of financial difficulties.

Prominent in social circles of Rhode Island, she won a divorce a few months ago at Reno, Col., from O. Rogers Flynn, New York investment banker.

On Feb. 21, she filed a voluntary petition in bankruptcy, listing debts at \$2500 and assets at \$150.

The court discharged her but on the heels of the discharge in bankruptcy, comes a petition which seeks to sell the young woman's interest in the \$5,000,000 estate of the late rubber magnate and banker, Samuel P. Colt.

Leaders Horenstein, Providence lawyer and the trustee in bankruptcy in the Flynn proceedings, believes that the interest of Mrs. Flynn in the Colt estate should be sold and the proceeds used to pay claims filed by apartment house owners, grocers, milliners, dressmakers and shopkeepers.

Atty. Joseph W. Griffin, representing Mrs. Flynn, has filed a preliminary brief with George Sheehan, referee in bankruptcy, which sets forth that under the Rhode Island law, Mrs. Flynn's interest in the Colt estate cannot be sold and that Mrs. Flynn will not obtain the benefits of this interest until after the death of her mother, Mrs. Edwin A. Barrows.

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Now that delightful sensation is brought to you by Listerine Tooth Paste—25 cents the large tube.

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Listerine Tooth Paste

Shirt-and-Shorts Best Bathing Suit of the Season

BEACH CLOTHES MAY BE LIVED IN THIS SEASON

Polo Shirt and Shorts of White Linen Make a Tricky Outfit

BLACK JERSEY IS SMART
Awning-Striped Shoes With Crepe Rubber Soles Are Very New

By DOROTHY ROE

Universal Service
New York, June 7.
IF YOU'RE a smart little poor girl, or a thrifty little rich girl, you may reduce your summer wardrobe to the nth power of efficiency by living in beach clothes this season.

And by taking such steps, you will not only reduce the overhead to an exhilarating extent, but you will increase your apparent supply of it to an end, and generally have a grand time.

If you're living at the seashore, or even if you aren't—if you're a farmerette or a mountaineer—all you need to be well-dressed during the impending dog days is an adequate supply of dashing beach pajamas, overall, a bathing suit or two, some beach sandals, and you will be conventional, a couple of tennis frocks.

It's all very simple—and, my dear, the freedom it gives you!

THE SHOPS are showing beach apparel that would strike any landlubber's heart green with envy. The best bathing suit of the season seems to be the shirt-and-shorts arrangement, with sunback, done up in every possible combination of colors and materials. There are white or tan jersey shirts to match the color of your skin, combined with striped flannel shorts, or solid color ones in black, navy or vivid red, green and white. A suit that is too tricky for words and has been in high favor at the early resorts, is composed simply of a polo shirt and shorts of white linen.

There's a bet to match, if you are so addicted, and the outfit may be worn for swimming, tennis, lawn croquet, ping pong, or whatever your little heart desires. We haven't seen any on a dance floor yet, but it probably won't be long now.

THE GOOD OLD BLACK jersey suits are as smart as ever, or smarter, especially when worn with a striped belt, all in one with the skirt which stands up stiffly from the waist in a surprisingly trim way.

SKIRTS to take on and off are made for beach wear this season—slip on the skirt and you're dressed for a stroll along the shore. Slip it off and you're garbed for the surf. Neat.

AWNING-STRIPED shoes with crepe rubber soles are the newest development in the sports footwear line. They may be worn on the water, on the beach, on the tennis court, or anywhere.

FOR PEOPLE who motor to and from the beach in their bathing suits, there is a new sleeveless belted coat of rubberized white satin which is too grand for words and entirely practical.

PAJAMAS have gone completely berserk. You may measure your soul and the color of your comic sense to your heart's content. In these casual and comfortable garments the season's favorite seems to be an affair of white sailcloth, the trousers cut a la job, the shirt lacing at the neck, the jacket going very nautical in navy blue flannel or plique, with brass buttons.

Or you may have long, loose trousers of any flamboyant shade, a turban shirt of white, and a blouse of awning stripes, as gorgeous as Joseph's coat.

New Summer Evening Frocks Fascinate

Molded Silhouette Is Greatly Favored

Wrap May Match Prints of Your Frock, Says Ann Arden

By ANN ARDEN

TO ESCHUE all formalities at the outset of summer is to lose out on one of the most enchanting phases of the mode.

Many people are inclined to taboo formal evening clothes in favor of more casual ones, contending that hot weather should bring a let-down in the more rigid formalities.

We think that the men started this propaganda—for certainly no truly feminine eye can pass over the fascinating new evening frocks of this summer.

Certain smart gathering places, however, are renewed for their pagans of formal evening fashions throughout the season.

Among these, the St. Regis roof in New York city has for many summers been a criterion of chic for the rest of the country. This year has no exception.

Not only did the opening establish a standard for smart summer formality but every night introduced a fresh array of charming styles.

Dancing there the other night, the following smart points were observed:

Hemlines unanimously elected a floor length. The molded silhouette with fullness below the knees was greatly favored.

Laces of all kinds and in all shades or black were outstanding.

A Fin-Like Ruffle

Printed chiffons favored light backgrounds printed in large natural flower designs. Flat crepe, organies, some net on young things, and chiffon were smartly represented in the pastel shades or white.

The short evening wrap was a star whether it matched or contrasted with the frock in fabric or color.

One frock was a delightful ensemble by Paul Poiret; a dashing little flared jacket of moire which accompanied a graceful lace frock of delicate blue. A contrasting jacket of this type is also exceedingly chic.

A blue tulle evening frock by Chanel achieved the fashionable bell silhouette—a fin-like ruffle was used in the skirt.



Opera Pump the Leader for Evening Wear, Plain or Piped

companions in slippers that dye to match or contrast. Still the leader for evening is the opera pump—sometimes plain, sometimes piped in gold or silver kid, sometimes ornamented with a small pearl or rhinestone detail.

Another frock was one of the very loveliest of the printed chiffons. Huge natural flowers were widely spaced on a white background. The clever handling of drapery and the flared skirt achieved by girdles identified this frock as a Lucile Paray creation.

With white, of course, one may wear white slippers and not be mistaken for a dancing bride, in this year of grace. Certain white crepe marocain slippers with slim bands of white satin and small diamond buckles for trimming, are charming.

The Elizabethan Theme

Several recent imports stress new points in the all-important evening wrap. Of course, there is hardly a chic evening wardrobe which does not include the short wrap with shoulder cape or pelum.

The Elizabethan theme is being introduced by several of the foremost French houses. Such a coat boasts a triple puff sleeve, soft jabot and a long-back-choir-front, silhouette, suggesting costume characteristics of that period. This coat reaches to a three-quarter length, and is fashioned of sheer black velvet.

A flowing wrap of sea-green transparent velvet was shown by Lelong. A back cape with flowing sleeves is built upon a close-fitting jacket which ties just below the armpits in front. This wrap was worn with a chiffon frock of identical coloring in his showing abroad.

Patou, who always dares to be different, designs a wrap that is different, designs a wrap with a train and makes it a tremendous success just at the moment when all the other couturiers are stressing the short length wrap.

This coat employs applied drapery over the back bodice in a cowl effect. Panels are arranged in a train which falls to the floor. The sleeves are shirred and fur-cuffed. The fur trimming is a subtle dyed flying squirrel and the original wrap was shown in a shell-pink velvet.

Quaint little shoulder caps which our grandmothers might have worn with their ball gowns are being featured as part of smart evening ensembles. These are of crepe or of taffetas, and make the perfect wrap for the summer frocks of quite young things.

Summer's extremely varied dancing frocks all find happy

Whether it is made of taffeta or crepe, your evening wrap may match the prints of your frock. Matching prints in two fabrics are used for charming evening ensembles. One ensemble uses a graceful flat pattern on chiffon for the sweeping lines of an evening frock. The short taffeta jacket that accompanies it wears the same design.

Very similar and delightfully cool and summery is the evening ensemble pictured. The chiffon gown is printed in a large leaf design in two shades of green and yellow; the skirt section has cleverly placed fullness, which does not break the long slim line.

The accompanying sleeveless wrap is of plain green crepe, three wide tucks forming its close-fitting hip line.

The Chanel tulle dress is formed of green clusters and crystal rings. Silver slippers complete this lovely costume.

Summer's extremely varied dancing frocks all find happy

MUSICIANS TO HEAR OF FIGHT FOR THEIR ART

35th Annual Convention of American Federation Begins Here Tonight

Delegates from all over the United States, from Canada, and from Hawaii have been assembled in Boston for the 35th annual convention of the American Federation of Musicians, beginning tonight at the Copley Plaza under the auspices of Local No. 9, Boston Musicians' Protective Association.

President Thomas H. Finigan of the local union and assistants have been busy engaged for weeks to insure the success of the convention, not only for the sake of the visiting delegates and guests but also as the musical contribution to Boston's Tercentenary celebration. This is the largest gathering the Centennial year has so far attracted.

The visitors will assemble for the first time this evening in the Copley Plaza, where a concert is planned by the People's Symphony Orchestra of 100 musicians, led by Dr. Henry Hadley.

BUSY WITH BUSINESS
Tomorrow at 10:30 a parade, led by 500-piece band, forms at the Copley-Plaza. By permission of the municipal authorities it will be routed through the downtown section and will end at Convention Hall, on St. Botolph st.

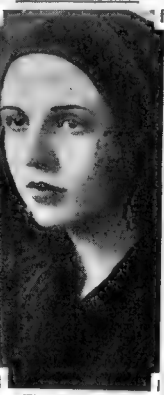
The opening session will take place at the Copley Plaza in the afternoon. Governor Allen, Mayor Curley, Judge Day, Nathan Bird, president of the Boston Central Labor Union, Martin T. Joyce, president of the Massachusetts Federation of Labor, and Mr. Finigan will make the principal addresses.

Convention business meetings will be held daily thereafter, except Tuesday, until Friday night. Aside from election of officers for the principal business probably will be the report on the campaign against mechanical music, which the Federation has been waging for the past year.

RAIL MONDAY NIGHT
Monday night there will be a band concert at the Copley-Plaza, under the direction of William Jarvis, organist. The band will follow in the Sheraton room. Tuesday will be devoted entirely to the business of the convention.

George Gibbs and William Hoyle

To Be a Bride



—Photo by William Britts

SALLIE LUDLOW DAVIDSON, daughter of Mr. and Mrs. William James Davidson of Auburndale and Chocomaet, At a luncheon and bridge her parents announced her engagement to James Arthur Dow, 2d, of Newton Highlands. Mrs. Davidson was graduated from the Choate School and attended Mt. Holyoke College. Mr. Dow was graduated from Worcester Academy.

In entertainment. There will be a sterner tour of the harbor, leading to Pemberton, and a field day. The Capitol Theater in Allston will be thrown open on Wednesday for the use of the women guests. In the evening the Metropolitan Theater is making similar arrangements for the delegates.

Thursday the women will be taken on a tour to Plymouth. In the evening an entertainment will be given by the local union, followed by a banquet. Friday the women will go on a shopping trip. Arrangements for the convention have been practically in the hands of Mr. Finigan, James W. Hawke, George Gibbs and William Hoyle.

Hold Sunrise Service
A sunrise religious meeting will be held today at 4 a. m. in the Anglican church, in charge of missionary work at Kobe, Japan, will preach this evening in St. John the Evangelist church, Rowden st., headquarters of the C. Cowley Brotherhood.

HOMER'S

ON SALE MONDAY!

A Special Group of

15 Jewel 14 Karat Solid Gold

WATCHES

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Just 100 of these beautiful 15-Jewel 14 Karat Solid Gold Women's Wrist Watches, with gold-filled link or mesh bracelets. An extraordinary low price.



Men's 15-Jewel Walthams in the new rectangular shape or, if you prefer, your choice of cushion shape, octagonal, and many others. White and green gold filled. A very special value

Mail Order Filled
35 to 39 WINTER ST.
In Quincy—Gravette Trust Bldg. In Portland—422 Congress St.

Graf Zeppelin Used POLAND WATER on World Cruise and Again Puts On Supply for Return Trip to Germany



Photographed by International Newsreel just before the Graf Zeppelin left the Naval Station at Lakehurst, N. J., for its return flight to Friedrichshafen, Germany, via Seville, Spain. Max Preiss, navigator and mail officer of the Graf, is shown checking letters and parcels, assisted by postoffice officials and some of the Navy personnel. Poland Water for drinking purposes is going aboard—of course.

Marvins
SENSATIONAL SUMMER SHOE SPECIAL
genuine IMPORTED SANDALS

Just received! Another shipment of thousands of pairs of these Genuine Imported Hand Woven Sandals which we are offering at the extremely low price for a limited time only.

\$2.79 ONE PRICE

Mail order 20c extra

Marvins
In the Washington-Exeter Bldg., 596 Washington St.

KRYPTOK BIFOCALS
Genuine Invisibles
SPECIAL PRICES
Mon-Tues-Wed

Can You Read This?

Without glasses, the pictures prepared to show you Kryptok Bifocals are impossible to read. But with Kryptok Bifocals, they are as plain as day.

CREDIT SERVICE
No Extra Charge For This Service
Seven Registered Optometrists in Attendance
Artificial Human Eyes Made to Order
WILSON BROS. CO.
BIG JEWELRY STORE
25-32 SCOLLAY SQUARE Open Saturday Night
JOHN W. WILSON CHAS. S. WILSON

Pastors' Last Meeting

Baptist ministers of Greater Boston will hold their final meeting of the season in Chipman Hall.

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PERMANENT
WAVE
OR STEAM OIL
Two of the Best Known and
Approved Methods

Deep Marcell
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Shampoo
and Finger
Waves
Included

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mous wave, done by experts
with years of experience.

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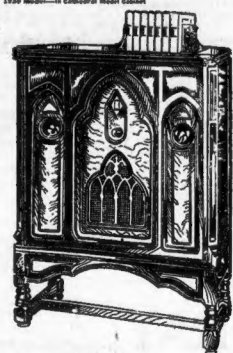
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RINGSIDE SPECIAL

Special for the SHARKEY-SCHMELING FIGHT that is to be broadcast Thursday, June 12, over your local N. B. C. Stations.

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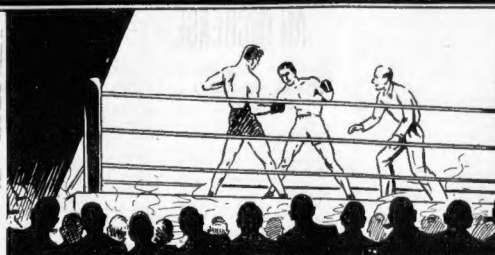
When the gong rings for the start of one of the "World's" Greatest Battles—you will be at ringside with your R. C. A. Radiola. You'll agree that no radio you ever heard has such wonderfully clear tone. Here's everything you want in radio—volume—greater power—cleaner selection—and marvelous tone.

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Tune in on these stations

WEAF-WJZ-
WBZ-WBZA
AND WEEI

THURSDAY, JUNE 12

The broadcast will begin at 9:30 with preliminary descriptions of scenes at the stadium, and the final and semi final bouts.

The Main Bout is Expected to Begin At 10 P. M.

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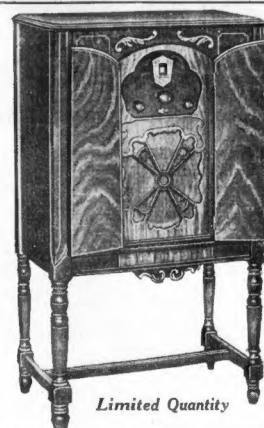
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SETS PURCHASED UP TO WEDNESDAY EVENING AT ANY OF OUR 12 CONVENIENTLY LOCATED STORES WILL BE DELIVERED AND INSTALLED IN TIME

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PROVIDENCE (R. I.), 40 Olneyville Sq.
PLYMOUTH, 54 Main St.
FALL RIVER, 394 Main St.
WESTERLY (R. I.), 2 Canal St.
NEW LONDON (Conn.), 230 State St.
NEW BEDFORD, 718 Pleasant St.
ROCKLAND, 301 Union St.
NORWICH (Conn.), 84 Main St.
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WILLIMANTIC (Conn.), 752 Main St.



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CLEAR AS A BELL

4 Screen Grid!

8 Champion Tubes!

Poolley Cabinet!

Dynamic Speaker!

Original List Price \$200.50

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- Complete with 8 A.C. Tubes. Nothing Else to Buy!
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Radio Dept. Open Mon. Eve.

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You're There
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Punch by Punch—Round by Round—From the Tap of the Bell to the Knockout or Finish

Guaranteed Delivery Up to Closing Time, Wednesday, June 12th

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You'll hear the PUNCHES in this radio with the PUNCH!—and here you can buy your Majestic without a BLOW to your pocketbook.

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A Ringside Seat in your own home with a—

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Sets purchased up to Wed. night—delivered in time for fight

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\$245 AMRAD
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